

**Department of Transportation
Project No. 28-200
Rehabilitation of Bridge No. 06736
Route 11 Southbound Over Cabin Brook
Colchester**

**Wednesday, January 21, 2015 at 7:00 PM
Colchester Town Hall Room 2
127 Norwich Avenue
Colchester, Connecticut**

Meeting Minutes

In Attendance:

Theodore H. Nezames	ConnDOT – Bridges
Andrew J. Cardinali	ConnDOT – Bridges
Donald P. Wurst	CME Associates
Tracey A. Brais	CME Associates
Salvatore A. Tassone	Town of Colchester
Jay Gigliotti	Town of Colchester
Public and Individual Stakeholders	

Presentation:

Mr. Cardinali opened the meeting with a brief introduction of Department and CME Associates personnel. He then stated the role of the Department and the role of CME Associates as liaison engineers and continued with an introduction of the subject project and its goal. Mr. Cardinali stated that the purpose of this public information meeting is to present the proposed design and discuss any questions, comments, or concerns the public or town officials may have.

Ms. Brais followed with the technical portion of the presentation. She described the bridge's current deficiencies, proposed rehabilitative measures, proposed locations for the temporary access roads, proposed maintenance and protection of traffic, funds, project schedule, rights-of-way, and potential environmental impacts.

Comments and Questions:

1. Will there definitely be two access roads on the downstream side and is it possible that there would be an access road in the northwest quadrant?
 - o Mr. Cardinali responded that there will only be one access road at the downstream side. He added that both options were shown in the presentation because the downstream access road location is still being evaluated. Therefore, to avoid any confusion in the future if plans changed, the Town was informed of both options. Ms. Brais stated that an access road in the northwest quadrant is not the preferred location due to the steeper slope and greater potential impacts to the wetlands.
2. Were any full replacement options investigated?
 - o Mr. Cardinali responded that an alternate had been considered to replace the existing structure with a box culvert; however the cost was approximately

\$3,200,000. Mr. Wurst added that it is difficult and costly to install a box culvert under a tall roadway embankment which is the case at this site.

3. On another culvert rehabilitation project in town, there were problems with run-off from the road eroding the steeply graded temporary access roads. Were water bars or any other types of erosion control measures considered for the temporary access roads?
 - o Mr. Wurst explained that these were conceptual plans and that the designer will investigate grading of the access roads. He stated that, considering the slope of the embankment at the north side of the bridge, it is likely that swales or some other control measures will be added and that the design/construction would be based on CT DEEP's Best Management Practices.

Adjournment:

The recommended plans provide a design for correcting the structural deficiencies of the existing bridges while minimizing the need for future maintenance. Accordingly, the Department intends to seek design approval for the proposed plan. The Department will continue to keep the Town informed of any changes that may occur as the design is being completed and will notify the Town as the project transitions into the construction phase.

The meeting was adjourned at 7:30 PM.